

PLANNING & PROGRAMMING DIVISION
PLANNING RESEARCH SECTION
TRAFFIC ANALYSIS UNIT

TAU 3557-A

T.H. 94

S.P. 8680-12

2-1/2 Miles S.E. of Monticello
to Crow River

Prepared: June, 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

HIGHWAY - Planning and Programming

T. S. Thompson

June 19, 1964

Johan Nygaard

T.H. 94, S.P. 8680-12, 2-1/2 Miles S.E. of Monticello to Crow River

This report is submitted in response to your March 23, 1964 request for 1987 ADT, DHV and HCADT for the project location shown on the map on page 2.

For each segment numbered on the map on page 3, the following data are tabulated on page 4:

- Vehicle Type Distribution
- Total ADT
- Total Heavy Commercial ADT
- Total DHV Without Directional Distribution
- Directional Distribution of DHV

Basic data, method and assumptions are presented on page 5.

The 1962 ADT on the parallel section of T.H. 152 for segment 7 having the highest 1987 ADT is 2,400.

This request was initiated by B. L. Warzala for M. W. Woell.

JN:dt
WF

- 1 -

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP



Base Map Prepared by the Planning and Programming Division Jan. 1, 1964

- 2 -

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1987 PART 1 OF 1

FOR

T.H. 94 S.P. 8680-12 LENGTH - MILES
COUNTY Wright and Hennepin LOCATION 2-1/2 Miles S.E. of Monticello
to Crow River

BASED ON

1987 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 7 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER									
	1	2	3	4	5	6	7			
0	18877	630	17617	315	18247	528	19303			
1	672	42	588	22	632	40	712			
2	325	19	287	9	305	8	321			
3	124	1	122	-	122	3	128			
4	287	2	283	1	285	6	297			
5	539	2	535	1	537	6	549			
6	76	4	68	2	72	9	90			
TOTAL ADT	20900	700	19500	350	20200	600	21400			
TOTAL H. COMM. ADT	2023	70	1883	35	1953	72	2097			
TOTAL DHV	3514	76	3362	46	3454	83	3620			
DIRECTIONAL DISTRIBUTION	65-35	100-0	65-35	100-0	65-35	100-0	65-35			

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
 2 = SINGLE UNIT-3 AXLE TRUCKS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 6 = BUSES AND TRUCKS WITH TRAILERS

Basic Data, Method and Assumptions

The 1962 ADT of 6,590 for segment 7 consists of 2,450 diversions from T.H. 152 and 4,140 from other routes. The diversions are based on the 1964 104(b)5 study. Then the A factor of 6,590 for 1962 was projected to a 1987 ADT of 21,400 by use of the following factors.

$$G = 1.46$$

$$S = 0.85$$

$$L = 1.34$$

$$I = 1.07$$

$$G(1 + SLI) = 3.25$$

The vehicle type distributions for the project are basically from a separate study of the origins and destinations of all heavy commercial vehicles recorded for the loadometer stations on trunk highways in the corridor of T.H. 94. Based on these origins and destinations the commercial vehicles were routed to existing and proposed routes. Then after adjusting them to 1962 ADT, they were projected to 1987 ADT through use of statewide trends by vehicle type.

The DHV with its directional distribution is in agreement with the 1964 104(b)5 study and is a composite of the DHV's of the trips expected to divert to the project section of T.H. 94.